

Mr. HOWE: My hon. friend will understand that the airports in Toronto are the property of the city. The department was asked to advise on certain matters. We reported on every field that the city of Toronto asked us to report upon. We prepared estimates of cost and reports as to the feasibility for flying. After these reports were in, the city of Toronto made their choice, and after they had done so we granted such assistance as we could grant under the order in council which governs contributions to municipalities. I should like to make it clear that the choice was that of the city of Toronto, and that this department was responsible only for advice as to physical conditions and estimated expenditures for development of certain properties that it was asked to report upon.

Mr. MASSEY: Did the department recommend the choice of Malton?

Mr. HOWE: The department did not recommend anything. It simply gave the facts?

Mr. MASSEY: Is the minister fully satisfied that Malton is the better of the two airports, from his point of view as being directly concerned with the operation of the Trans-Canada Air Lines?

Mr. HOWE: I cannot say which is the better, because I never studied the matter from that angle, but I can say that we regard the Malton field as potentially the finest airport which has ever been built on this continent. It seems to have everything.

Mr. GRAYDON: Hear, hear.

Mr. MASSEY: With all due deference to the opinion of the minister, and the enthusiasm of the hon. member for Peel (Mr. Graydon), which has manifested itself on so many occasions, there is an opinion, which is at times extremely vocal, that the Toronto flying club field is the better of the two. We are faced now with two rather unfortunate circumstances at Toronto in connection with our air field. The one on the island is, after all, on an island; and the other evening in this chamber the hon. member for Davenport (Mr. MacNicol) was directly concerned at the thought of the use of a chain ferry for the transportation of passengers to and from the airport. It is obvious that an island airport has its disadvantages from the point of view of accessibility when there is a connecting tunnel or a bridge. We in Toronto possess the advantage of having an island upon which an aerodrome can be erected, and when one considers the experience in Boston, a city

[Mr. Massey.]

the minister well knows, with its excellent airport suitable for both land and sea planes immediately adjacent to the city, we are pleased to have the airport in a similar situation, but there is some little concern voiced about efficient transportation to and from the island. The minister has explained that that is a matter for the city of Toronto to solve. We are also faced with another awkward situation. The Malton airport is at least forty-five minutes away from the centre of the city of Toronto, away out in the county of Peel.

Mr. THOMPSON: In the bush.

Mr. MASSEY: On the other hand, the flying club field is at most twenty minutes from downtown, connected by a very broad highway most of the way. May I ask the minister, if there should be a great rush of traffic as a result of the new air line necessitating a change in the future, would the choice again be that of the city of Toronto or would it be that of the Trans-Canada Air Lines, in view of the feeling that the inconvenience caused passengers by having this field so far out justifies a port nearer the city? Surely we have the experience of Buffalo just across the lake to keep us free from an error similar to the one that was made there. One has to drive for forty-five minutes from downtown Buffalo to reach the aerodrome, and now that city is faced with the obligation of establishing its airport nearer to the city, at very heavy cost. We are hoping that the Trans-Canada Air Lines will be successful. If this is so, then the Malton airport will prove to be too far from the city, and then perhaps we shall have an airport near Toronto itself. If such should be the case, would the minister inform the committee whether the Trans-Canada Air Lines would be prepared to share at least part of the cost of doing what many feel should have been done in the first place, or must we assume that for many years to come this airport at Malton will be maintained?

Mr. HOWE: I am unable to answer my hon. friend's question, for the reason that my mind cannot comprehend a city having two expensive airports which would give any consideration at all to building a third. If my hon. friend can contemplate Toronto with three large airports, I shall take the question under consideration and try to answer him at a future time.

Mr. GRAYDON: This is one of the few occasions on which I disagree with the hon. member for Greenwood (Mr. Massey). I must take this opportunity to point out to